

(By Victor Elliot)

6:30 a.m.	Last car leaves Vermilion avenue
12:00 midnight	
	(Sixteenth street and City Park Jasper East)
	15 and 7 1/2 minute service
	First car leaves Sixteenth st
6:17	6:52 a.m.
	Last car leaves Sixteenth st
12:22	6:52 a.m.
	Last car leaves Sixteenth st
2 a.m.	11:37 p.m.
11:37	Last car leaves City Park, 12:07

# YORK & McNAMARA

(Established 1905)

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PHONE 4695



# EDMONTON IS NOW THE MECCA OF THE RAILWAY BUILDERS

## THREE TRANSCONTINENTAL LINES RACING FOR TRAFFIC

Capital City of the Province Now the Heart of the Most Remarkable Railway Development Known to the Present Century—Scores of Contractors Superintending the Construction of Hundreds of Miles of Grade.

Progress in western Canada as in any country is founded on railway construction, and the same applies to progress in the city of Edmonton. Because the railways penetrated what was once known as the northern wilderness, Edmonton was an outpost of the Indian's Bay company. Now she is the centre of an exceedingly large and prosperous territory, the resources and possibilities of which are just beginning to be realized. By the construction of railways this marvelous change has been effected.

But the end is not yet. There is a country tributary to Edmonton that has not been reached by the railways. It is cut off from the markets of the world through lack of transportation facilities. The race for the traffic of this great territory, fertile and possessing untold wealth in minerals of various kinds, is now under way and is being witnessed in the construction of the C. N. R. lines to Alberta, Landing and the Peace River country, and in the activities of the Canadian Pacific and G. T. P. companies.

Survey parties to discover the most suitable routes by which to enter the great undeveloped agricultural area to the north.

At present the G. T. P. has a party of surveyors in the country north of Jean, running trial lines for a railway. Construction on this branch to a Peace river will in all probability commence next summer. The Canadian Pacific has been investigating the effects country for years and it is safe to say that the grades on the various suitable routes to the Peace River country and in the northern passes of the Rockies are better known by the valuing department of the G. T. P. than any other railway corporation. Now this company finally makes its start for the north, no time will be lost in completing the line.

**Peace River Line.**  
The route map of the C. N. R. Peace river line, which leaves the main line at Okavay, 30 miles west of Edmonton, has been registered to a point just before the crossing of the Athabasca river, 100 miles from the junction of a branch with the main line. Fifty miles of this line will be built this year. Engineers are at work locating the line further north, and within the next year it will lap the very heart of the Peace River plains. The com-

pletion of the Athabasca Crossing by the C. N. R. this summer will open the tapping of 2,000 miles of waterways on which the traffic of the north will be handled, and more extensive railway construction provides better facilities.

**Means Much to Edmonton.**  
These activities mean much to Edmonton beyond the mere of prosperity that comes as a result of the expenditure in the country of millions of dollars in aid of construction work. They mean that a territory is opening up from which a constantly increasing volume of trade will flow through the city.

The forces that brought Edmonton from the position of an outpost to a barren wilderness to that which occupies today as the centre of a vast territory, are now seeking to make her great by developing the resources of the territory to which she has fallen heir.

The value of a country from a commercial standpoint always can be judged by the degree of interest displayed in it by railway builders, and from the fact that at practically every session of the provincial legislature and the Dominion parliament, during the past few years there has been a scramble on the part of railway men to get approved route maps of lines tapping the north, it can be safely inferred that Alberta's great hinterland possesses wealth untold.

It is not only the three railway companies that already have extensive systems in the Canadian west that are planning lines for the north country, but new companies have been formed and charters have been granted to corporations whose first projects will be development lines in the northern areas where the trader has held sway since the white man first knew them.

**Number of New Companies.**  
Among the new companies that have been formed for the purpose of railway development in the north are the Pacific and Peace River railway, and the Hudson's Bay, Peace-River and Pacific railway. Construction work on all these lines will be commenced with a view of eventually reaching the Pacific coast through one of the northern passes in the Rocky mountains.

The department of railways has approved a route map for a line of the first-named railway company, from

Bellevue, Canada, D.C., to Port McLeod, thence through the Blue Peace to the Peace river at Dunsmuir.

The Pacific, Northern and Ontario railway has secured the approval of the route for a line for a distance of about 50 miles north of Edmonton. The Hudson's Bay, Peace River and Pacific road contemplates the construction of a transcontinental line from the Hudson's Bay to the Pacific coast, a distance of 1,500 miles, with branches to Winnipeg, Prince Albert and Edmonton from the main line. The V.I.V. plan the construction of a total mileage of railway equal to 2,775 miles.

Very one of these railways will open up a new section of the great north land, some of them will tap rich mineral deposits. Others will open up the fertile agricultural areas. All will add to the value of trade built, wholesale and retail, and to the amount of railway traffic having for its centre the city of Edmonton.

While the railway development to the north means much to this city, which is taking place in the older settled districts to the south and east is no less important. The completion of every new line adds a quicker and shorter route to Edmonton means the forging of another line in the chain of events which are constantly transpiring to make the city one of the largest of the Dominion.

**Six Lines Into City.**  
Only a few years ago Edmonton had but one line of railway, over which the weekly train furnished transportation to and from the outside world. Six railway lines are now operating into the city, and it is served by no less than nine daily passenger trains.

Only natural to suppose that as each new line is added, the business of the city will increase. This has not been the rule. In spite of the fact that four train service to Edmonton daily, direct from Winnipeg, and a fifth makes close connections with the only natural to suppose that as each new line is added, the business of the city will increase.

on the three roads. But the great advantage to which Edmonton looks forward as a result of the railway building now being witnessed is that of a position on a short transcontinental line.

The completion of the Grand Trunk Pacific will draw a large trade into Edmonton. The east gradient over which they cross the mountains will give them supremacy over all other Canadian lines in the matter of hauling freight through to the Pacific coast.

With the completion of these lines Edmonton will no longer be at the end of the road. She will be on the main highway from ocean to ocean over which the bulk of the transcontinental freight and passenger traffic will pass. But Edmonton will reap a benefit from the construction of the Grand Trunk Pacific line through the mountains, long before it connects up with the Pacific section. As soon as steel reaches Teulon, 19 miles west of the summit of the mountains, this city will become the wholesale distributing point for the rapidly developing Park George country.

The new line from Teulon to the Peace river will be transported at a cost that is almost prohibitive, will be a line of the past. All freight will be transported to Teulon, 19 miles west of the city of Edmonton. From that point it will be taken down the Fraser in scows to be distributed where it is required by the settlers and prospectors that are flocking to the country.

Already extensive coal deposits along the mountain section of the G. T. P. are being developed, and the product of some of the mines will be on the market for during the coming winter. Among the companies whose properties will be tapped by the G. T. P. are the Yellowhead Pass Coal and Coke company, the Mountain Pass collieries, the Pacific Pass Coal Fields, Limited, and the Jasper Park collieries. The property of the Pacific Pass Coal Fields Limited will be served by the branch of the G. T. P. now under construction from Hinkley, 16 miles west of Edmonton. The company is now mining 250 tons of coal per day and when the line is completed, to their property, shipments will be made immediately.

Several other companies have been formed to develop coal areas at different points along this branch line. The Canadian Northern line from Stettler through to the Brazier will also open up vast coal deposits. It is expected that this line will join the main line from Edmonton at a point near the Yellowhead Pass.

from Edmonton to Vegreville and down the Calgary branch to the head of steel, to be used in operating the construction trains running on the branch.

The growth of the roads' equipment in Edmonton during the past year, however, will be small indeed, compared with that to be anticipated with the extension of the line to Chasabua Landing and its operation, and the completion of the main line west and the branch to the Peace river country. Instead of being at the end of the line will then be the centre leading over a wide and fertile territory, just as she will be for the G. T. P. To accommodate the change the present facilities will have to be doubled many times over.

**C.T.P. IS BUILDING FOR THE FUTURE**  
The Grand Trunk Pacific Railway company is gradually increasing its investment in Edmonton. Up to the present time the company has not done anything spectacular in the matter of large expenditure in buildings in the city, but they are now embarking on a scheme for the erection of a palatial hotel on McHugh avenue overlooking the valley of the Saskatchewan, which will involve the expenditure of upwards of a million dollars here. This will be proceeded with this summer. It is confidently expected that the next big item of expenditure on the National Transcontinental's Edmonton programme will be the erection of shops at Calder, where the railway yards are now established. Sufficient land has been secured there for the accommodation of all necessary buildings and tracks in connection with such an industry, and with the completion of the line to the coast, shops will undoubtedly be required here. An announcement regarding the company's intention to commence shop building operations on their property is expected in the near future.

While the company has confined its operations to the construction of a round house and repair shop at Calder, the establishment of a store department here and extension of the track facilities in the yards.

**A \$100,000 Roundhouse.**  
The sum of \$100,000 has been spent in the erection of the 18-stall round house and repair shop. Workmen to the number of 100 are now employed in the plant and this winter probably will be doubled before work is in.

**FALSE GOOS.**  
"Do you say your prayers at night?" asked the Sunday school teacher of his new pupil, a little girl of 5.  
"Yes, ma'am," was the reply.  
"Do you know how to pray?"  
"Sometimes I pray to mamma's knees, and sometimes to the bed."

### C.N.R. BUILDING MANY EXTENSIONS

Constructing Line to Peace River as Well as Numerous Branches.

Construction work on the Canadian Northern lines west and north of the city and a constant increase in the amount of traffic on the line from Winnipeg has necessitated a large increase in the facilities for handling rolling stock and engines in the yards at Edmonton. During the present summer, new track to the extent of nearly three miles will be laid in the Edmonton yards, and in addition to this a five stall addition is being put on the present round house accommodation.

These improvements will involve the expenditure during the present summer of many thousands of dollars.

Work is now under way on the round house and this building will be ready for the accommodation of locomotives before the end of the year. The need of more locomotive accommodation here is due directly to the increase in the freight and passenger traffic to and from the city over the main line. The number of construction trains employed on the line to Meriville, and the line to St. Albert is also a factor, as this means more locomotives to be housed, cleaned and repaired in the Edmonton yards.

**In the Edmonton Yards.**  
Only a part of the extensions of side track in the Edmonton yards has been completed. A new side-track has been laid the full length of the yards, to West street, in front of the station building. Most of the new tracks will be laid in the west end of the yards as it is here that the bulk of the rolling stock is handled.

Passenger traffic over the Canadian Northern line into the city and from the C. N. R. towns through Alberta and Saskatchewan has grown during the past year at a rapid rate, making necessary the inauguration of a double daily passenger service over the line. This has been reflected in a greater activity at the Edmonton terminal. More men have been employed to look after the line and a larger number of train crews have been taken into the service.

**Increases Telegraph Lines.**  
Canadian Northern telegraph lines between Winnipeg and Edmonton have been increased during the past year. Early in the spring the installation of a new wire between Winnipeg and Edmonton was completed, giving a better commercial service to the towns along the line. Another wire was strung also

### C.T.P. IS BUILDING FOR THE FUTURE

Laying Out Up-to-the-Minute Shops and Yards—Erecting Palatial Hotel.

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### MEXICAN RAILWAYS FACE STRIKE

(Union Press Service)

El Paso, Texas, Aug. 10.—Though nothing has developed to verify the report that a general strike would be declared tomorrow on the National Railways of Mexico system, it is the general belief among those acquainted with the situation that the threatened strike is certain to materialize at an early date. The dissatisfaction of the employees, particularly the firemen and brakemen, has been on the increase for some time past. While wages and hours of labor figure in the controversy to some extent, the real cause of the trouble is found in the complaint of the Mexicans that the better positions, such as those of conductors and engineers, are held by Americans and that the latter are paid higher wages than are the natives.

**FALSE GOOS.**  
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"Yes, ma'am," was the reply.  
"Do you know how to pray?"  
"Sometimes I pray to mamma's knees, and sometimes to the bed."

# NOW IS YOUR OPPORTUNITY! IMPROVE IT!

The investing public know there are subdivisions and sub-divisions. Some are beautifully situated a long distance from town, others are near the city, but the prices are too high, and again some are low in price and low in quality.

The shrewd investor wants to put his money in property near the city; he wants it high and dry, and he does not want to discount the future too much by paying an exorbitant price.

If in addition to this the property is beautifully situated, so much the better.

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The bridge must be completed by the end of February, 1912, and the entire bridge will be finished early in the summer.

Every person and vehicle crossing this bridge must pass through **Forest Heights**.

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## DISARMAMENT IS STILL BUT A FAITH FOR THE VISIONARIES

Peoples of the Earth Must Groan for Many Decades Under Burden of Warlike Preparations—Powers of the World Are Lavishing Untold Millions on Engines of War

London, Aug. 10.—Disarmament is making little progress. If any are to judge from the reports of dreadnaughts launched and building abroad. Four battleships and one cruiser is Germany's contribution, all ready to go into commission by fall. Russia has just launched one huge battleship, the Savastrap, and three others are to be completed before September 1. Britain offers the dreadnaught cruiser, New Zealand, built from funds raised by "naval donation," while Austria has just launched the first of its great battleships.

The 1914 issue of the German semi-official year book "Nauticus" contains further, unopposed and no doubt approximately accurate details of the dreadnaught capital ships, which were laid down in 1908 and 1909, and will join the fleet this year. The battleship "Thüringen" went the first of July into commission at Wilhelmshaven. The dreadnaught on August 1, the "Helldorf" probably on October 1, and the "Hindenburg," which completes the second batch of four dreadnaughts—somewhat later. The cruiser "Moltke" is now nearly ready for her trials.

## Facts About the German Ships.

The following are given as the details of the "offshore" class, or rather of the "offshore," the "Thüringen" and the "Hindenburg," the "offshore" being expressly mentioned in this connection. Length, 210 feet; beam, 27 feet; draught, 25 feet; displacement, 25,000 tons; speed, 20.5 knots; normal coal capacity, 2,500 tons; normal fuel capacity, 2,500 tons. The ships of the "offshore" class, according to the figures given, have a length of 210 feet, a draught of 25 feet, and a displacement of 25,000 tons. They carry twelve 12-inch guns, twelve 6-inch guns, and ten 3-inch guns. It will be noted that the number of guns of the "offshore" class has been increased and the number of small guns reduced. The following are the details of the "offshore" class. Length, 210 feet; beam, 27 feet; draught, 25 feet; displacement, 25,000 tons; speed, 20.5 knots; normal coal capacity, 2,500 tons; normal fuel capacity, 2,500 tons. The ships of the "offshore" class, according to the figures given, have a length of 210 feet, a draught of 25 feet, and a displacement of 25,000 tons. They carry twelve 12-inch guns, twelve 6-inch guns, and ten 3-inch guns. It will be noted that the number of guns of the "offshore" class has been increased and the number of small guns reduced.

side the cost of a second variety of the same type if subsequent events showed the necessity of such action. In the following summer the conference on imperial defence, in order that the commonwealth and New Zealand contributions, whether of money or ships, should fit into the imperial defence scheme, proposed to remodel the squadrons maintained in the Pacific fleet, with three units in the East Indies, Australia and China seas, respectively, each unit including a large armored cruiser of the indomitable type as flagship. It was suggested that for the battleship offered by New Zealand and Australia, respectively, battlecruisers should be substituted, and that the former should be the flagship of the unit in China waters. The New Zealand contribution, however, although it was promised by Mr. McKenna, first lord of the admiralty, to Sir Joseph Ward that the vessel when completed should pay a visit to the Dominion of New Zealand on her way to China.

The contract for the building of the ship was placed with the Fairfield Shipbuilding and Engineering company, on the Clyde, on March 15, 1910, and the keel was laid without ceremony on June 20 of the same year. The same firm were the builders of the "Indomitable," and, as in the case of the three vessels of that class, the contract period for construction and delivery is thirty months. Orders for the building of the three dreadnaughts for the Black Sea have not yet been placed.

The armored cruiser New Zealand which is being built for the imperial fleet of the "offshore" class, after which she is named, has been launched at Glasgow, on the Clyde. The design of the ship, and also that of the three dreadnaughts for the Black Sea have not yet been placed. The armored cruiser New Zealand which is being built for the imperial fleet of the "offshore" class, after which she is named, has been launched at Glasgow, on the Clyde. The design of the ship, and also that of the three dreadnaughts for the Black Sea have not yet been placed.

**MIXED**  
Policeman (to civilian returning home late): "Here, you can open the door with that; it's your car."  
Civilian: "Great! Great! Then I have smoking habit?"

**A TALL ONE**  
Traveler in the Wild West: "What is that tall chimney over there?" It is a factory.  
Cowboy: "No, that's Sam Slick's well. A cyclone turned it inside out."

## Nations Have Built Over One Hundred Dreadnaughts

## (Cable Service)

London, Aug. 10.—Exactly 100 ships of the dreadnaught type are now built, building or ordered for the navies of the world. The number is spread over practically the whole of the world, 13 nations contributing towards it. The first dreadnaught was begun in 1905. In the present year no fewer than 33 dreadnaughts will have been begun, although this includes three or four units whose keels may not be laid until early in 1912.

The increase of the participants in the dreadnaught race has been equally striking. In 1905 England had the field to herself, the United States joining in the following year. Germany and Brazil entered in 1907. In 1908 no new powers entered the field, but 1909 saw the advent of Spain, Italy and Russia. Last year France, Austria and the Argentine Republic had begun building the first ships of the new type, and in the present year Turkey and Chile have joined the dreadnaught powers.

Of the 100 now built, building or to be laid down this year, Germany and England share more than half. England's total is 50, to which may be added the two building for overseas service; while Germany takes 21, so that England's advantage over this one power is a bare three to two. Austria and Italy will each have four dreadnaughts under construction by the end of this year, so that the total for the Triple Alliance is 29—against England's 52, three of which, including the East Indies flagship, are for overseas service. In contrast to these aggregate figures, however, it must be noted that England has 14 dreadnaughts completed to six for Germany, Italy and Austria.

**United States Third.**  
The United States holds third place among the dreadnaught powers with a total of 12 ships, and she is beginning to be closely pressed by Japan, who, with an extensive programme of five dreadnaughts this year, has raised

her total to seven. France has not yet put about a single all-big gun ship.

## Comparative Table.

	Completed.	Building.	Total.
Great Britain	12	11	23
Germany	6	8	14
United States	4	8	12
Japan	4	4	8
Austria	3	1	4
Italy	3	1	4
Russia	3	1	4
France	3	1	4
Spain	2	1	3
Argentina	2	1	3
Chile	2	1	3
Turkey	2	1	3
Total	52	58	110

The largest completed dreadnaught.

and also the most powerful, is the German battleship "Thüringen," displacing 22,800 tons and armed with twelve 12.5-inch and fourteen 5.9-inch, and fourteen 3.1-inch guns.

Most costly of all the dreadnaughts are the Russian vessels. The original estimate for these ships was \$11,000,000 each, but it was recently stated by the Russian minister of marine that they would cost \$18,000,000. Britain, Germany and Japan are, then, only nations building "cruciers" of the dreadnaught type.

The following is a complete list of the dreadnaught powers in their order of strength. In the table, completed ships take precedence over those under construction, and the latter in turn over those on the stocks.

The largest completed dreadnaught.

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**Phone 4678**



## FLOWERS AT THE IMMIGRATION HALL

Morticultural Display Is One of the Finest Ever Seen in This City.

All those who, coming to Edmonton with a view to making their homes in the city or the surrounding district, stay for a few days at the immigration hall on First street are in a position to get an excellent "first impression" of the possibilities of the district from the standpoint of the horticulturalist at least. The very first thing that greets a person passing the immigration hall is entering the building by way of the front door is the sight of beautiful flowers growing in profusion in well kept beds to the left and right of the entrance and in window boxes and hanging baskets.

The flowers are the special ward of Mrs. Whitely, the matron of the hall. Early in the spring she was busy with her flower beds, getting the ground worked up and the seed sown and the slips and bulbs arranged in their proper places. The result of her effort is now quite evident in the abundance of bloom that brightens up the little gardens nesting in front of the big white government building. In the garden on the north side of the entrance there is a border of pansies, daisies and Sweet Williams. There is a centre bed made bright with rows of blooming candy tuft, snap dragon, asters, white phlox and lobelia. Sweet pea vines cover the walls beneath the windows and on the sills there are boxes filled with a great variety of flowering plants. Then in the shade of the porch nasturtiums are blooming, and there are pansies and double salmon colored geraniums, a black prince fuchsia and double petunias, foliage plants and double geraniums.

### Mass of Blooms

The garden on the south side of the main entrance is another mass of bloom only the flowers are different. In the centre bed grow the white clematis and spiraea, China asters, and phlox have been planted there also and their blossoms add to the richness of the coloring. There are also double daisies and verbenas of all colors. Close to the side of the entrance there are pansies and double salmon colored geraniums, a black prince fuchsia and double petunias, foliage plants and double geraniums.

### An Authority on Flowers

Mrs. Whitely is an authority on flowering plants and the care of a garden. She knows just when to cut down the azaleas and turn her pot of climbing ivy so that it will grow rich and full on all sides. Foliage plants of all kinds are among her valued possessions. One of the oddities is a Madame Tullies colored aconitum. It has a leaf with a red centre surrounded by black, and with a yellow fringe around the edge. Brown crinum and gold foliage plants are to be seen among her collection.

It is the matron's firm conviction that house plants add to the happiness of a home and she delights in starting out housekeepers who are settling up for the first time on Canadian soil with a few slips from her collection. Many of the women who remain at the hall for a few days go away with the nucleus of a good collection of house plants and the seeds of many garden flowers, to brighten up the home out on the prairie.

## TRAIL READY BY NEXT WINTER

Grande Prairie Settlers Will Be Able to Use the Edson Trail

Next winter it will not be necessary for Grande Prairie settlers requiring supplies to make the four hundred mile drive to Edmonton by way of Lesser Slave lake and Athabasca Landing as they did last year. Although the Edson road to Grande Prairie is not in the best of condition at the present time it will be an excellent winter road when the cold weather sets in, and many settlers will undoubtedly go in by the route.

Government work is now being carried on with a view to reducing grades at the streams and short new stretches of road are being built where the present grade is too steep to be negotiated with heavy loads of settler's effects. All who attempted to travel over the Edson road last winter met with failure owing to the fact that the road-way had not been cleared of stumps and that the grades on the banks of some of the larger streams were too steep for their loads. These difficulties will be overcome, however, before the traffic of another winter commences.

### Government Road

The opening up of the government road will mean a shortening by many weeks of the length of time required on the trip from Grande Prairie to a railway station. Last winter many of the settlers who came to Edmonton from Grande Prairie were more than a month on the trail, and the difficulties of travel were increased by the fact that the snow was deep and the weather extremely cold.

The trip to Grande Prairie by the Edson road is now being made with less than usual season in seven days. This being the time required to go right to Grande Prairie city. Stopping places have been established all along the trail and these will be well stocked with provisions for the coming winter. The movement of settlers over this road has commenced already. Reports have been received by the effect that several settlers have used the trip successfully and by these they had no more to say about the difficulties of the trail. A few horses and cattle for agricultural purposes are being taken in over the new road. One man started from Edson quite recently with a drive of nearly 40 animals.

## MAIL SERVICE HAS GREATLY IMPROVED

Grande Prairie City and Peace River Crossing Now Have Weekly Service

Great improvements have been made in the past year in the mail service to the various posts in the north country. In places where during the summer of 1910 there was only a mail every month there is now a weekly service. An instance of this is the Grande Prairie country. Last year all mail to that section of the north had to be carried by way of Athabasca Landing and Lesser Slave lake, going by steamer down the Athabasca river. Consequently the settlers in Grande Prairie had a very irregular mail service some of them not receiving communication from the outside world during the entire summer.

All this has been changed, however. With the inauguration of a regular weekly stage service to Grande Prairie by the Edson road a weekly mail service was put on, the first mail arriving at Grande Prairie on July 18, seven days after leaving Edson. Prior to that time northern mails had been so uncertain that it had been the custom of the people to register all their letters. All mail to Grande Prairie had come in by way of Lesser Slave lake before the Edson service was inaugurated.

## TEGLER BLOCK ALMOST COMPLETE

Reinforced Concrete Structure Will Be One of the Finest in City

The large seven story business block is being erected by Robert Tegler at the corner of First and Elizabeth streets. It is rapidly nearing completion, and arrangements are already being made by the management of the department store which will occupy the first two floors, to secure the best of seeds. When completed the building will be the largest and most up-to-date business block in the city. Before deciding on the plans for the building Mr. Tegler examined some of the best blocks in the city and decided on the one with a view of securing the best of accommodation for the prospective tenants. The building will be fire proof throughout, being constructed of reinforced concrete. Every floor is being fitted with a safety deposit vault, hot and cold water and a postal drop and a private pump is being placed in the building so that the occupants will not be entirely dependent on the city for their water supply.

The finishing of both the exterior and the interior of the structure will be most artistic. The floors will be of maple and the interior finishing of polished oak. The building will be ready for occupation before the beginning of the year. Office suites on the upper floors are being arranged to suit the tenants.

### TEST MCMURRAY ASPHALT

Asphalt from the extensive beds in the vicinity of Fort McMurray and Port McKay will be tested thoroughly this week. It is the first test that is to be made on Queens avenue where a large area will be paved with the material. Arrangements have been made to send samples of it to France and to Trinidad where it will be made to undergo a full test. Some 20 samples of asphalt from the Woods' claim at Port McMurray have been secured and half a quantity will be sent to France and the other half to Trinidad. The object of the tests is to determine whether or not it will be profitable to extract the by-products from the asphalt. J. L. Galt, M. P. P. has been instrumental in shipping the material.

### PROGRESS ON TOP FELD BRANCH

Four hundred francs are now engaged in grading operations on the Topfeld, Calgary branch of the G. T. P. south of the Red River. The grade is now completed to a point 60 miles south of the Red River bridge and street grade is laid to the end of this stretch within the next month. The Red River bridge which is now complete is a steel and concrete structure with feet long and 14 feet above the river level. Construction work is now in progress on the bridge over the How river.

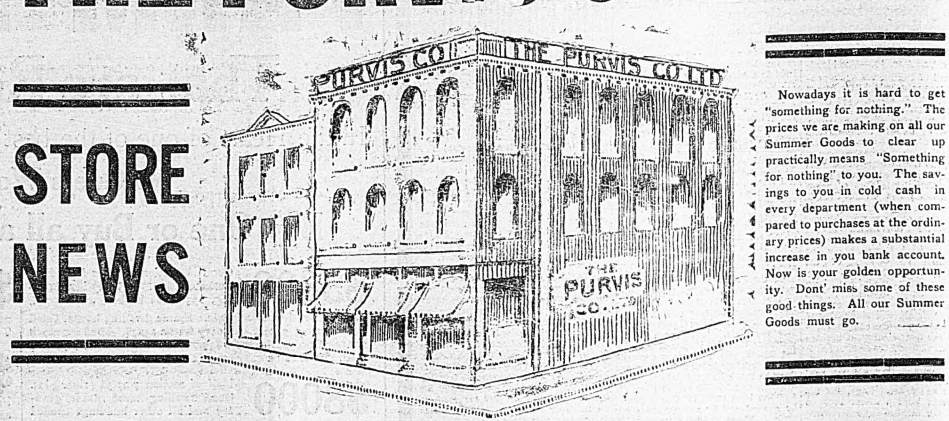
### MANY SETTLERS FOR ALBERTA

With the completion of the harvest in the West, it is probable that this section of Alberta will see an unprecedented influx of American land seekers, who are now busily engaged in taking off their crop at home. American government land agents and those interested in the sale of Alberta lands have been doing their best to work up the agricultural sales of the middle west and this is expected to bear fruit in a large influx of prospective settlers this fall.

### DANGER OF HIGH WATER OVER

Danger of high water in the Saskatchewan river, owing to freshets from the snows of the mountains, is practically over, as the waters of local summer rains have not scarcely any more during the summer season. During the early part of July, however, while heavy rains were falling throughout the province, the danger of high water was very real. Reports of warm weather were being brought from the mountain regions at the headwaters of the Saskatchewan, and local rivers spent many an anxious hour. The river has now receded to its normal level and no more high water is expected this season.

# THE PURVIS CO., LTD



## STORE NEWS



## FURS



**The Lion Brand**  
Specials all through the Boys' Department.  
Special Reductions in Boys' Hats of all kinds.  
Special Reductions in all Boys' Suits.  
Boys' Wash Suits 1/2 and 1/4 the regular price.  
Boys' Wash Waists specially reduced.

### MANTLE DEPARTMENT

#### TAKE SOME OF THESE WITH YOU

WOMEN'S BLOUSES of Allover Embroidery with high collar, 3/4 or long sleeves, collar and cuffs trimmed with fine Val. lace and intricate. Comes in all sizes. To clear, each, 75c  
WOMEN'S TAILORED BLOUSES, made of fine white linen, embroidered fronts, plain linen collar and cuffs; all sizes. To clear, each, 75c  
WOMEN'S LAWN AND MUSLIN BLOUSES. This is a mixed lot, consisting of all our \$2.25, \$2.50, \$2.75, \$3.00 and \$4.00 Blouses; several styles and different trimmings. To clear, each, \$1.50  
IT DOESN'T HURT TO HURRY IN THIS KIND OF A DRESS. THE PRICE WON'T HURT YOU, EITHER

DAINTY MULL AND MUSLIN DRESSES, \$2.95 EACH  
The materials are very fine French Mull or Muslin, made our price. Three different styles and come in white, sky, pink and cerise. Cut on the newest lines and come in all sizes. To clear, each, \$2.95  
JUST THE THING FOR THE BIG FAIR

WASH SUITS FOR WOMEN ONE-HALF PRICE  
both plain and fancy. We are bound not to carry them over. For quick sale we have cut the price in half; your choice 1/2-Price  
WOMEN'S AND CHILDREN'S KNITTED WOOL COATS, ATTRACTIVE DESIGNS AND EXCEPTIONALLY GOOD VALUES

From grandmother to little miss one year old, all will be needing Knitted jackets for the summer cooling. No other wrap is so snug or convenient. On our second floor you will find them in all kinds and sizes fit women, young girls and babies.  
SWEATER COATS FOR CHILDREN, 1 to 5 years, in fancy styles, with pink collar and facings. Red, navy and white. Each, 50c and \$1.25  
SWEATER COATS FOR CHILDREN, 6 to 10 years, in similar style and colors. Each, \$1.75 and \$2.00

SMALL WOMEN'S SWEATERS, for girls and small women; in fancy styles, plain and self-colored facings, small fancy pockets, colors red, navy and tan. Each, \$2.75 and \$3.00  
WOMEN'S SWEATERS, similar to above. Each, \$2.75 and \$3.00  
SWEATER, WOMEN'S, fancy styles, plain and self-colored collar.

### DRESS GOODS

TWEED SUITINGS in brown, navy, black, green and Copenhagen mixtures; good heavy weight for children's or young girls' suits, or dresses. This is the goods for school dresses. Special, yard, 65c

### VELVETEENS

CORDUROY VELVETEENS, wide rail cord that will not split. Has a rich silk lustrous finish and comes in a large range of the new colorings: myrtle, white, black, cream, wine, brown, tobacco, olive, royal blue, grey, scarlet, fawn, light navy, light brown, Copenhagen, old rose, navy, cardinal, good weight for suits, dresses, or children's wear. Special, per yard, 60c

### DONAGAL TWEEDS

In light and dark mixtures; will make splendid suits or separate skirts. Best ever for general utility wear. Special, per yard, 75c

### REMANENTS OF LAWN AND MUSLIN

1000 YARDS REMANENTS, all lengths, run from 1 yard to 10 yards. These are all good qualities and are ends from this season's selling. Every piece plainly marked. We have marked them for quick sale. Per yard, 10c

### For Making Kimonos or Dressing Scaques

A mixed lot consisting of Serpentine, Challies, etc., and come in fancy floral designs, nap patterns and large or small Paisley figures. All colors. Per yard, 25c

For Fair Week we have opened up and will display furs of the most exclusive kind. No doubt many of you have had furs in mind for some time. So have we, and in consequence our showrooms are full of some of the finest furs ever shown in Edmonton. We have them in all kinds and no matter what price you want to pay or what fur you want, here will be found the fur that will both suit you and please you.

STOLES! COLLARS! MUDDS IN ALL SHAPES

COATS, FUR-LINED AND FUR

And everything that is made up in fur. We invite you to inspect whether you buy or not.

## The Ribbon You Want

A 4-in. Velvet Ribbon, 15c yard. This wide Velvet Ribbon comes in kinn's blue, navy, cerise, garnet, cardinal, all the shades of green, old rose, etc. A ribbon that usually sells for 25c. Per yard, 15c

A 5-in. Taffeta Ribbon, 15c yard. Another shipment of our Special Taffeta Ribbon has arrived. The colors are white, cream, tuscany, different shades of pale blue, pink and violet, reds, blues and black. All the best summer shades. This is a reality—5-inch Taffeta ribbon. Per yard, 15c  
SIK Ribbon, per yard, 15c



## W. B.

## Corset Demonstration

All this week Miss Fairweather, a skilled New York Corsetiere and Fashion Authority, will be in attendance in our Corset Department and will reveal the marvelous figure-moulding possibilities of the famous W. B. Corsets, and demonstrate their absolute importance to every woman who would be in fashion and at the same time be comfortable.

You are cordially invited to attend.

# THE PURVIS CO., LTD

JASPER AVE. COR. FIRST STREET